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ON THE COVER

One of the few trains of old equipment still running on the South Shore Line--train 206 from Gary IN entering the Hammond station area on May 16. The last of these 60-year old interurban cars (only eight of them are left) will be phased out by August. They are replaced by new, Japanese-built cars. Photo by Jack Ferry.

LETTERS

What is wrong with Amtrak?--Millions in scarce funds are spent for a big advertising blitz, then all that business is lost due to understaffed reservation phone lines! (RTN #269, page 18). Also, why not use Heritage cars (straight sides), not Amfleet, for conversion to "econo sleepers"? The old cars can take "uppers", thus doubling car capacity. A little efficiency can't hurt.

James Cane,
San Francisco, California

With reference to Mr. Blishak's "Return of the Jet-Eye" (RTN 269), Trains 81/82-91/92 are not split and/or joined at Kissimmee. Kissimmee has no facilities for such a move, and does not even have a full-time ticket agent. The move to split or join the trains is made at Auburndale some 31 miles south, and is capably handled by Car Inspectors from Winston Yard.

The reason for showing Kissimmee as the change in the public timetable is the convenience of passengers on the St. Petersburg side of the train. Those who desire a full breakfast may obtain it early in the diner, and those west coast passengers who are in the Slumbercoach must change to coach, since both the diner and Slumbercoach continue to Miami on Train 91 from Auburndale. The split is made at Auburndale at 8:02am southbound, and 6:27pm northbound.

Ramon Davis
Winter Haven, Florida

I've spent months reading everyone's plights in the dining car, now let me tell you mine! Since microwave Amfood was introduced, I have boycotted dining cars and Amcafes. Friends, take a hint. Take your own food! I like being able to eat when I want and what I want. How do I do it? If your trip is lengthy, take perishables for the first day. If you can't eat it all, start giving it away--you'll get back twice as much as you give away, I assure you. Non-perishable meals, like those single dinners in the flip-top cans, are for the following days. The canned pastas are good cold and you don't have to go thru the humiliation of the dining car to get cold food. Make use of your time between connections to scout around for a place to buy a hot entree and something to carry on with you. Let's face it: we're just trying to satisfy a basic need--hunger. I think some of you older fellows are hung up on dining car nostalgia. Forget it! Amtrak cannot feasibly or adequately bring back the dining cars of the past. Perhaps if we all boycott the dining cars, Claytor can lay off those rude attendants and convert the dining cars into something more useful.

Cliff Vickery
Everett, Washington

The idea that I would like to take issue with (RTN 268, page 22) is the one that "Amtrak made their intentions known back in 1971 that they would run on the Rio Grande the first chance they got." Tho this may have been the thinking in some quarters at Amtrak, I challenge anyone to produce a letter written to Wyoming officials in the past 10 years that states that Wyoming had better be ready to fund a 403-b train at 30 days' notice. It's outrageous that Wyoming should be expected to be the only state to pay for 403-b service on a route that has been part of the national system since 1971.

Our ridership has gone up 49% and revenues have increased 56% since 1978. Last year when ridership on the entire SAN FRANCISCO ZEPHYR route was down 15.6%, Wyoming intermediate ridership was actually up 1%. Furthermore, when Amtrak released the ridership figures for the two routes, they did not include their own Denver-Salt Lake/Ogden riders, but made sure that passengers between the same points on the Rio Grande were included.

The bottom line to this is that Amtrak wouldn't have had these mudslide and legal problems if they had attempted to be forthright in their dealings with the state of Wyoming and had given us a comment period (like St. Petersburg) with a fall switchover of service. Now they are stuck with running a set of virtually empty buses across Colorado and Utah while the CALIFORNIA ZEPHYR runs like a proverbial bat out of hell across Wyoming only to sit for hours in Denver and Ogden. To add injury to insult, they went ahead and closed down their Wyoming stations in a manner that would make the Southern Pacific proud of them (all the stations are locked up, contrary to an earlier Amtrak report that the waiting areas would be opened up)...

Charles S. Tubman
Lander, Wyoming

House Passes DOT Bill

The House of Representatives on Jun 22 approved the $4.4 billion funding bill for the DOT for fiscal year 84. Included in it is $720 million for Amtrak. The total bill is about 18% higher than the Reagan Administration requested. The Amtrak portion includes $30 million funding for the planned Atlantic City service. The bill specifies that the DOT Secretary must certify that at least 40% of the costs of the service come from non-Federal sources. Also, the Amtrak Board must certify that revenues cover at least 80% of short-term avoidable costs in the first year of Atlantic City service, and 100% of such costs in succeeding years. The House voted down two amendments that would have deleted the Atlantic City service or cut back the Federal share of its funding to 50%. NARP said that the startup transit funding in the bill that would have gone to Houston (that city's voters defeated a bond issue to start a transit system, shortly before the House vote) was divided up among other cities, and added to the list of startup cities that will get funding was St. Louis. The bill gives St. Louis $2 million for preliminary engineering costs. The House rejected by a vote of 280 to 139 an amendment that would have deleted Los Angeles' startup funds. L.A. was voted $127.5 million towards its Wilshire Boulevard subway.

Court Orders Amtrak to Stay in Wyoming

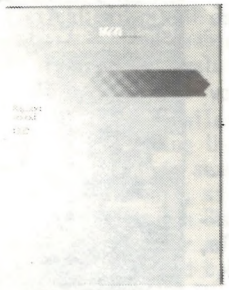
As we go to press, Amtrak is still under court order to remain in Wyoming, pending a court hearing which is scheduled to take place in Denver on Aug 5. Amtrak wants to shift to the Rio Grande route on Jul 15 (with first trains operating thru Colorado on Jul 16), and has asked the 10th Circuit Court of Appeals in Denver to either vacate the order or to set the hearing sooner, preferably shortly after July 4. Amtrak said it believes it has an "ironclad case" and that its view will prevail in court. NARP also reported that Amtrak may ask Supreme Court Justice Byron White to vacate the order if there is no response from the Appellate Court soon.

Meanwhile, Wyoming rail supporters are bitter over Amtrak's actions and attitude. Wyoming claims that Amtrak promised to leave waiting room areas open in Wyoming stations, even tho the stations themselves became unmanned. However, the stations have been totally closed, and patronage has dropped sharply. Interrail Vice President Charles Tubman complained also that Wyoming patrons have been given false information about space availability. When Tubman had his travel agent call Amtrak shortly after mid-June for reservations on train 5 for a coach seat from

Green River to Ogden, Amtrak said that the train was all sold out. However, Tubman boarded anyway at Green River and found 113 empty coach seats.

The Colorado Midland is proceeding with its efforts to startup rail passenger service across Wyoming in the event that Amtrak leaves the state. Reports are that a CM official met with Amtrak officials in Washington concerning Amtrak's contract with UP. CM wants to use UP rails for an overnight service across Wyoming. Amtrak has not, however, given CM permission to operate. A CM spokesman and an Amtrak spokesman were reportedly on a talk show in Denver, and the Amtrak man stated that Amtrak might not give permission for CM to operate, as Amtrak night wish to return to Wyoming in a few years. All of the cities along the route, with the exception of Denver and Salt Lake City, have now given formal approval of the CM plan. Ogden gave its approval in late June.

RAIL CANADA



VIA RAIL CANADA'S Annual Report for 1982 is just out. That blob at the left is, believe it or not, a photo of the cover of the report, which is a solid yellow-orange color with a blue stylized LRC train and the tiny wording: "VIA 1982 Annual Report". Here's how VIA summarized the report in a Jun 20 press release: "The number of passengers carried by VIA Rail Canada dropped by less than 10% in 1982 despite a late-1981 reduction of almost 20% in total route-miles operated. In its annual report, tabled by Transport Minister Jean-Luc Pepin in the House of Commons today, VIA revealed that 1982 passenger carryings totalled 7.2 million compared with 8 million carried in 1981. While passenger revenue dropped slightly in 1982 to $157.3 million from $159.8 million in 1981, revenues per-passenger-mile increased by 19%. The report indicates that the decrease in passenger revenue was attributable to a combination of factors including the depressed state of the economy, strong discount competition combined with extremely mile pre-holiday season winter weather conditions.

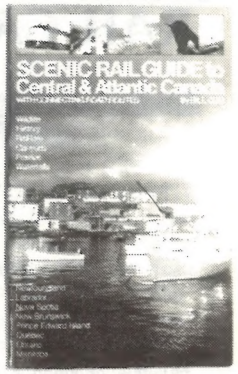
"In his year-end review, VIA President and CEO, Pierre Franche, said that VIA's commercial viability should not be measured against those services it is required to operate by government's social commitment to ensure essential transportation or by those services operated in the national interest such as transcontinental trains.

"Noting that government payments under contract escalated from $422.3 million in 1981 to $449 million in 1982, Franche stressed that much of the increase was attributable to unprofitable routes which are operated in the national interest. He explained: 'The Corporation continues to incur high subsidy levels, especially on the transcontinental, regional and remote train services...Since these routes will never be commercially viable, it seems unfair to judge VIA's performance as a public carrier based on the financial results of such services.' In his letter to the Minister, VIA's Chairman of the Board, Harold A. Renouf, also drew attention to the cost of operating unprofitable services in the national interest. Querying the application of costing regulations under the Operating Agreements with CN and CP, he commented: 'Payments for services provided under these Agreements account for almost two-thirds of VIA's operating expenditures. It is essential that VIA obtain access to costing information pertaining to these services. This is a critical factor to enable VIA to discharge its obligations to operate cost-effectively.'"

THE "PRINCESS MARGUERITE" damaged a propellor leaving Victoria recently and missed the next day's trip for a quick drydocking in Seattle. It was also the victim of a bomb scare earlier in the season. It returned to Seattle, was cleared,

and sailed again at 11:30. Reports are that service on board remains impeccable, and that business is up from last year.

DESTROYING TRANSCONTINENTAL SERVICE would result from VIA's efforts to have the CANADIAN's coaches serviced in Toronto instead of Montreal, warns Transport 2000. When queried about this plan in the House of Commons by transport critic Les Benjamin on Jun 15, Transport Minister Jean-Luc Pepin stated that the government had not accepted a plan to terminate the CANADIAN at Toronto. He also declared that he would adhere to his 1981 promise to maintain the transcon service. But he did not rule out the possibility that the plan to service cars in Toronto would be accepted in the future. Transport 2000 warned that the plan would mean a change of trains in Toronto, further downgrading the service and leading passengers to avoid it and thus make it a candidate for discontinuation. T-2000 President Guy Chartrand noted that the trip from Montreal to Vancouver now takes over 85 hours, while the average time was only 67 hours in 1960.



"SCENIC RAIL GUIDE to Central & Atlantic Canada", by Bill Coo, is now available. The book is a companion volume to "Scenic Rail Guide to Western Canada", reviewed earlier in RTN. This all-color 160-page paperback, RTN size, is happily as delightful a volume as the Western version. Now that it is out, we can't imagine traveling in Canada by train without it. Author Bill Coo is a Tour Manager for VIA Rail and is eminently qualified to produce these books. They cover just about everything you'd want to know about the places that trains (and connecting roads) go in Canada--wildlife, history, rail lore, canyons, prairies, waterfalls, glaciers. They're now distributed in the U.S. by New York Zoetrope Inc., Suite 516, 80 East 11th Street, New York NY 10003. Price is $9.95 each. Also available in stores.

URBAN-SUBURBAN TRANSIT

THE PHILADELPHIA AREA will return to rail commuter service for the first time since Mar 15, as the 13th and last union to settle with SEPTA came to agreement on July 1, thus ending a 108-day strike. The Brotherhood of Railway Signalmen was the last union to reach an agreement, and the other unions had honored its picket lines until a few days before settlement. NARP said that Amtrak will resume Keystone service runs into Philadelphia's Penn Center Station now that the strike is settled. Full SEPTA service was expected to begin on July 5.

SEATTLE'S WATERFRONT TROLLEY now has change and ticket machines at each stop. Tickets are good for 90 minutes and may be used as transfers to Metro buses.

AC TRANSIT DISTRICT, which serves the East Bay and Oakland-San Francisco commuters by bus, saw its drivers' contract expire Jun 30, but drivers said they would continue to work while contract negotiations go on.

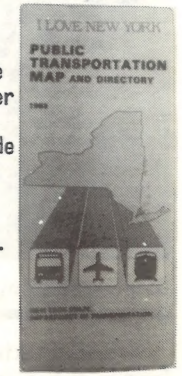
UMTA ANNOUNCED ON Jun 24 the appointment of the 15 members of a Reporting System Advisory Committee. The committee will investigate and determine the usefulness of financial and operating data in improving transit system performance. UMTA is required by law to prescribe uniform accounting systems for local transit authorities. J. Fred Coldren, City Manager of Cape May NJ will serve as Chairman of the committee, which includes a cross-section of executives in the public transit industry, local government, organized labor, academia and private industry.

NEW YORK STATE Controller Ned Regan said in late June that unless the MTA increases its labor productivity, the 75¢ subway and bus fare will increase to 90¢ by 1984 and $1.65 by 1987. Altho the MTA may have a surplus of $72 million by the end of 1983, budget deficits are forecast for the 1985-87 period.

UMTA ADMINISTRATOR TEELE on Jun 10 announced the suspension of a requirement that recipients of UMTA grants report annually the average time a passenger spends on board a bus or other transit vehicle. The action is part of the Reagan Administration's drive to reduce unneeded reporting requirements.

THE 25th ANNIVERSARY of the abandonment of the last streetcar line in Chicago was marked on Jun 21.

NEW YORK'S COMMITTEE for Better Transit Inc. held a public forum on Better Transit Thru Effective Citizen Involvement on Jun 22. For info on joining CBT, write PO Box 3106, Long Island City, NY 11103.



I LOVE NEW YORK Public Transportation Map is now available, published by the NY State DOT. The 5-color map and guide is said to be the first publication which provides information under a single cover on available services in New York provided by 49 intercity bus companies, 48 airlines, 28 local transit operators and Amtrak. One side of the foldout sheet is a map, and the reverse lists communities in alphabetical order with listings of carriers, locations and phone numbers. A limited number of the maps are available free from: Transit Program and Evaluation Bureau, NY State Dept. of Transportation, Albany NY 12232.

A SUBWAY TRAIN derailed in Greenwich Village at the evening rush hour on Jun 21, making the 10th subway derailment in New York in 1983 and the sixth in seven weeks. A 10-car Brooklyn-bound D train derailed seven wheels, stranding over 1500 commuters. Mayor Koch and MTA President John Simpson appeared at the scene. There were no reported injuries. The MTA later said that the derailment, and "90 per cent" of recent derailments, were caused by loose guard rails along curved sections of track, or missing guard rails. The MTA reportedly cannot keep up with maintenance of the system. "We still have to live with parts of the system built in 1904 and with cars built in 1947", said President Simpson.

CITY OF DAVIS, California is planning a $1 million project to bring the Greyhound depot to the Amtrak station for a multi-modal facility. The project would also remodel and improve the 1913 building.....

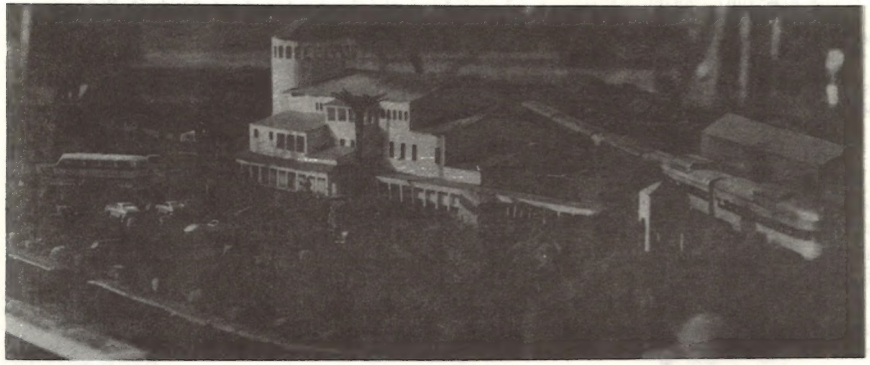
MARIN COUNTY, CALIFORNIA officials must decide by Jul 29 whether to place a measure on the Nov 8 ballot that would make the county eligible for state transit funds from fuel taxes, to help it purchase and start up a transit system on abandoned portions of the Northwestern Pacific Railroad.

THE MARYLAND DOT beginning Jul 5 will add two daily roundtrips to the state-supported Baltimore/Washington commuter rail service on Amtrak's main line. A contract with Amtrak providing for the expanded service was approved Jun 7 by the state's Board of Public Works. Using equipment now in service, the additional trains will bring the total number of roundtrips to five. Under contract with the state, Amtrak operates the service, with a current ridership of 1500 per day. On Jul 1 the CHESAPEAKE terminated operation. Originating in Philadelphia, this Amtrak-operated train was jointly supported by Pennsylvania and Maryland. Pennsylvania withdrew support after a survey which found that most passengers from the Philadelphia area would be able to shift to other trains. The new trains are southbound #405 & 409 from Penn Station at 7:15am and 5:35pm; and northbound 400 & 402 from Washington Union Station at 7:20am and 4:33pm.

SAN FRANCISCO MAGAZINE'S June issue carried a superb article, "On the Track with the Peninsula Line", by Paul Bendix.

TORONTO'S GO TRANSIT system had a 9.8% fare increase effective July 1. Forecasts were that after the fare boost, about 53% of the system's operating costs will be paid by revenues, leaving about $50 million to be picked up by the Province of Ontario. The Province will also contribute another $50 million this year in capital funds to buy new bi-level rail cars, continue work on upgrading the tracks west of Union Station, and carry out other improvements.

A New Multi-Modal Center



Display model of the Santa Ana Center. Photo by Noel Braymer.

Ground-breaking ceremonies for the new Santa Ana-Orange County (CA) Regional Transportation Center were held Tuesday, June 21, starting at 6pm. Numerous high-ranking officials in local and state government attended, as well as representatives from several transportation agencies and prospective tenants.

Three years in the planning, the Regional Transportation Center is the largest and most expensive center ever built in Orange County. Located on 6.7 acres of land at the corner of Santa Ana Boulevard and Santiago Avenue just one mile from historic downtown Santa Ana, the multi-story center will replace aging facilities for Amtrak, Greyhound, Trailways and other transportation operations currently in Santa Ana.

According to Dave Grosse, director of Santa Ana transportation services, the facility will contain 47,000 square feet of space for offices, a restaurant, gift shops and meeting rooms, in addition to the usual terminal facilities. Future tenants of the center will be provided with all the modern amenities including an enclosed public lobby, full area lighting, visibility signage and related security measures. Parking facilities will be dramatically improved with spaces for over 400 cars and 14 bays for buses.

The center will be connected to downtown Santa Ana by a bus loop. Downtown Santa Ana is a thriving and growing metropolitan center, said Grosse, that features governmental offices for all levels from city to federal, a complete court system of federal, state and county offices, the Santa Ana financial district and downtown commercial retail center and many new high-density in-town residential living units.

According to Grosse the center will also feature a transportation interconnection with an airport shuttle, limousine service, transit buses, taxis, car rental and future connection with the light rail rapid-transit system and bullet train. The center is also located with immediate access to the Santa Ana Freeway (I-5).

"It has taken three years of project planning and concept design to bring us the type of facility we feel the City of Santa Ana and more importantly Orange County needs", said Grosse. "The City is dedicated to seeing this project completed as soon as possible and according to plan."

One step forward in the project's completion was the award of a $6 million contract to Ray Wilson Construction. The Los Angeles-based construction firm has estimated that the project may be completed in 1984 and plans to employ as many as 75-100 workers to complete the project.

Careful consideration has been given to the design, construction and location of the center so not to affect the area or the homeowners in the vicinity, said Grosse. The original concept design and project planning were completed in late 1982 by Archiplan Urban Design Collaborative of Hollywood. The collaboration resulted in the adoption of a Hispanic/Mediterranean theme architecture designed to bring warmth and grace to the center and includes a 4-story central tower with community meeting rooms. The Blurock Partnership, under the direction of the City's development team, will be the project architect during construction.

"We felt that the location for the center was an excellent choice because the growth potential for this area is outstanding," said Grosse. "In fact, a recently completed commuter rail study by PRC Voorhees has predicted that the Santa Ana -Orange County Transportation Center will have the highest daily passenger loading of any mid-point station in the L.A.-San Diego corridor."

The residential population within the 5-mile market circle for the center is currently exceeding 700,000 and is projected to reach over 1 million by 2000.

Santa Ana will be the operator of the center, with all transportation tenants leasing office space and covering a percentage of the common area costs.

Notes from the New Haven RR

by Walter E. Zullig, Jr.

Greetings from the "New England Metroliner." This is a good, fast trip but not too well patronized, with a total of about 60 passengers on train 297 this June 15.

I had wanted to take the YANKEE CLIPPER up to Boston yesterday afternoon but couldn't get away from the office in time to catch it at 12:10pm. Instead, I took the Eastern shuttle which overtook the train around New London.

This morning I started out by photographing the morning rush at South Station. Only one F-10 was spotted; all other trains were pulled by F-40s, with a very few self-propelled RDCs. I walked thru one train of ex-RDCs converted to coaches and found them to be quite nice. They seat 99 passengers--10 more than the original RDCs. One car was outfitted with the "railroad-type" seats removed from the silver Red Line cars when they were changed to a higher capacity several years ago.

The New England Metroliner was announced about 4:45pm and consisted of engine 349 and three Amfleet II cars: lounge 28001 and coaches 25118 and 25119. The cars rode well and we moved at a steady 115mph for long periods in Massachusetts, Rhode Island and Connecticut. After Route 128, an attendant came thru with snacks, soda and booze served from a cart. Snacks and soda are free. Later, reservations were taken for dinner at either 6 or 7pm. Only about 10 people were in the diner for the 6pm sitting. The atmosphere was quite nice, with a tablecloth, linen, flower and stainless flatware. The food was reasonably good and the service excellent. The meal was served in separate courses, not all at once as often is done in Amtrak dining cars these days. Three attendants appeared to be involved with the meal and beverage service.

Our train kept perfectly on schedule; we waited one minute for time at Providence and arrived New Haven three minutes early. We lost five minutes between New Haven and Stamford (where I detrained), for no apparent reason. When I went on the platform to observe the engine change at New Haven, I was surprised to note that our diesel was replaced by an E-60 (#964) plus an AEM-7 (#904). I've never seen such a combination; the conductor said it usually has just an E-60.

A westbound Metro-North local pulled into the Stamford station just as #297 was leaving. The 7:58pm New York Local was late and, accordingly, made a perfect connection to reach my home station at Larchmont, located at milepost 18.7 on the New Haven line (Boston is milepost 228.2).

It was a good, fast and enjoyable trip. The 209.5 miles were covered in three hours, 41 minutes for an average speed of about 57.2mph which is rather good con-

(continued on page 20)

To Pittsburgh after the Russians

THREE PEOPLE AND THREE STUFFED ANIMALS RIDE THE TRAIN FROM L.A. TO PENNSYLVANIA

by George Blishak

Eleven-year old Gregory covered his ears with both hands as the powerful Amtrak locomotive idled shrilly a few feet from him. We stood on the platform of Union Station, Los Angeles, enjoying the sight and sound of the power units that would take us east on the SOUTHWEST LIMITED. Anna, age 12, was already on board, eminently pleased by the spacious family bedroom, seated comfortably with her travel bag and paperback novel in easy reach. The long-awaited train trip to Pennsylvania was about to begin.

A relative had driven us to the station, mentioning enroute a newcast she had heard about a major derailment near Marmion Way in the Highland Park district of Los Angeles. I knew that any derailment that made the news was indeed a major one, and that Marmion Way was a street in the vicinity of the right-of-way to Pasadena--the route of the SOUTHWEST LIMITED. Was my long-standing distrust of Amtrak again to be confirmed? Was an interminable delay to be an inauspicious beginning to the trip? No! A calm, articulate voice on the Union Station public address system announced, shortly before we entered the underground corridor to the platform, that a derailment had occurred, but the Limited would be rerouted on Santa Fe tracks with no delay anticipated to San Bernardino!

7:40pm: We looked out of our windows and saw that we were moving. Gregory experienced brief trepidation, born of months of pleasant anticipation of the trip, but got over it in a minute. Sheer excitement.

The train sped along, and soon we were in San Bernardino. We stepped outside to enjoy the cool night air. There was a half hour delay awaiting the tardy bus that brought the passengers who were to have gotten on the train in Pasadena and Pomona, two cities we had bypassed due to the re-routing. As we climbed Cajon Pass, our quiet, friendly porter prepared the room for sleeping, making up a large bed for me, and smaller upper berths for the kids as we waited in the vestibule to give him room.

Anna was soon asleep with the three stuffed animals she had somehow smuggled aboard, and Gregory dropped off before Barstow. I had a beer in the club car, seated at a table with a coffee-drinking Santa Fe brakeman who talked about the inordinate number of recent derailments, probably due to the heavy rains undermining the roadbed. Not exactly what I wanted to hear as we sped thru the desert.

It was nearly midnight as we rolled thru the huge Barstow yards, dark blue Santa Fe engines in rows and rows, awaiting assignments under the weird yellow glare of the yard lights. I looked out the left side window of our car and saw the Barstow station, a magnificent building from the heydays of the Santa Fe system. It even had a title, "Casa del Desierto", a nice touch from the empire-building days of hubris. Roman columns. Moorish facade. Spanish balconies. A brick turret. But the windows were mostly broken and a new wire fence surrounded it, the passenger business being conducted in an anteroom. Reading Bruce Catton's "Mister Lincoln's Army" for the third or fourth time since I had bought the book as a teenager, I fell asleep.

I awoke at 4am, fully alert. Checking the timetable, I stared out the window, waiting to arrive at Kingman. Greg soon joined me as Anna, a truly distinguished expert at the art of sleeping, slumbered on. We checked the timetable and concluded that the Limited had lost even more time, since we were still not at Kingman. We learned from the porter, as we met him in the vestibule, that we had passed it. I was chagrined. An old hand at western travel had forgotten the time change at the Colorado River.

At dawn we were in a snowstorm, dressed and eagerly awaiting the first call for breakfast. When it was announced, we were the first to enter the diner, which was next to our sleeping car. The porter told the smiling black lady who ran the dining car, "THEY woke ME up!" Breakfast was tasty, the kids enjoying liberal stacks of flapjacks, with a total price of just under $10 for the three of us. We enjoy ed the food and the heavy, fresh snow from the Superliner diner. It was a wet snow from the west, on heavy winds, and it gave the telephone poles a white coating on the west sides.

Gallup, New Mexico. The kids remembered the station where we had stopped to eat cereal at the trunk of the Mercedes on our first auto trip east. The snow turned to hail in the plateau country as the train sped on, following route 66 for some distance. It was overcast and murky, with snow falling in the distant mountains. The porter had made our beds while we had breakfast. I dozed in our room as the kids went to the lounge car to have lemonade and to read and draw. Greg ran all the way back to the room to rouse me, pointing out two U.S. Army Cobra helicopters flying nape of earth maneuvers along the draws and washes. We made first calls for lunch and dinner, and I told the lady in the diner that we were going to try for "perfect attendance pins." She told us we were well on our way to the award. Lunch cost about $12, and we splurged at dinner, a flagon of wine for me and desserts for the kids, but spent only $20, including a tip.

Taking a train thru our fourth largest state was like driving thru it in one respect--it takes all day. The shanties along the right of way in the sparse New Mexico towns were more decrepit than anywhere else on the trip. Many were abandoned and useless, never to be lived in again. At dusk Anna spotted three pronghorned antelopes, graceful and alert in the chaparral. It was dark as we climbed Raton Pass, but the snow-covered ground reflected the starlight. Over the crest, we passed by a westbound freight, strongly powered by four units at the front and three helpers in the middle. And so to bed.

Rain beating against our windows was audible over the clicking of the wheels in the predawn darkness of Kansas. Topeka and its capitol dome were visible at first light, and we breakfasted while entering Kansas City. Our porter brought me the morning K.C. paper at our breakfast table. I think my brother Ted had a point when he recommended tipping the porter at the start of the trip, with more at the destination, depending on the service. The service was excellent.

The rain pelted down as we crossed the wide Missouri. Then we reached more snow-covered ground as the rain stopped. Gregory had had a few conversations with a man in his early thirties who had spotted the PRR and Conrail buttons that Greg had purchased at Union Station and wore thruout the trip. He gave Greg a Trains magazine, and as he was traveling alone, I invited him to sit with us at lunch. His name was Bob, a postman from Milwaukee and an avid railfan who rides trains on his two vacations a year--spring and fall. In the course of the lunchtime conversation I mentioned that I had bought my tickets via a travel agent, namely, my brother Ted. Bob asked, "What's the last name?" I replied, "Blishak." "Oh, Ted and Sylvia Blishak," he responded. "They're famous!" I looked at Anna, who had stopped eating with a forkful of food poised in her hand as she looked back at me in amazement. Gregory was no less impressed. Bob went on to explain that Ted and Sylvia are well-known for their articles and advertisements in a rail passenger news magazine. After lunch he showed me his latest copy.

We crossed the Mississippi, wide, surprisingly clean-looking, and moving fast on its route thru America. From farms, to housing tracts and factories, and now to the city, as the Sears Tower loomed before us. Our train entered the cavernous Chicago Union Station on time. We bade farewell to our porter and a few new acquaintances, and entered the station.

Checking our luggage in coin-operated lockers--the kids memorizing the numbers, just in case--we walked out of the hot station and onto the cold, windswept streets of Chicago.

Back at the station again, we dined on sandwiches, played a few video games, and perspired in the overheating. We found a quiet part of the station to sit in, and I indulgently let the kids slide down some long, polished brass handrails leading from an upper street entrance, since there was hardly anyone around. Anna and Gregory were given the mission of finding a baggage cart (rare in Chicago--nonexistent in Los Angeles) and recovering our luggage from the lockers. We checked in at the gate for the BROADWAY LIMITED, and boarded shortly before 8pm.

Our car was a slumbercoach, a bit cramped and claustrophobic, obviously designed to sleep the maximum number of people, but certainly better than coach. Greg and I shared a room, and Anna had a smaller one of her own. Enjoying her privacy, Anna stayed in her room while Greg and I went to the lounge for drinks.

We slept very soundly. The kids even slept thru the 2:15am collision somewhere in Ohio. I had a good view of the late-model Chrysler with a smashed trunk but otherwise undamaged. A police car arrived, conductors inspected the car for a while, and the driver stood around looking stunned. In 15 minutes we were on our way again.

Greg and I dressed before dawn, and we were soon following a river. I didn't realize it was the Beaver River or that we were so close to our destination until Gregory saw the name Rochester on a building as we reached the Ohio River. We woke Anna, sped along the river thru Ambridge, and arrived in Pittsburgh on time,

We spotted Mom and Dad on the platform, each with an empty luggage cart, waiting for us. Hugs for all, after a three-year absence. The rain dripped thru gaping holes in the roof of the dingy platform area that connected to the dingy, unused station building. I asked if the Russians had attacked since we were last in Pittsburgh.

FULL COLOR
1984
CALENDARS

ROCKY MOUNTAIN RAILROAD CALENDAR

14 SELECTED VIEWS OF MOUNTAIN RAILROADS

The majority of scenes contain historical color renditions of locomotives and rolling stock during the age of steam. Very little of this equipment exists today, which makes this calendar a valuable source of photographic information. Denver & Rio Grande Western narrow-gauge views and two standard-gauge scenes are included along with several Cumbres and Toltec Scenic Railroad views of special occasions.

$6.00

DURANGO & SILVERTON
Narrow Gauge Railroad

14 SELECTED VIEWS OF THE ONLY PRIVATELY OWNED SCHEDULED YEAR ROUND - PASSENGER RUN IN THE UNITED STATES

Transparencies were chosen to illustrate special occasions and railroad excursions from Durango, Colorado, to Silverton, Colorado. This calendar includes scenes of the railroad run during snowstorms, autumn colors, and the unforgettable summer months beside the tumbling waters of the snow-fed Animas River.

$6.00

FROM
SUNDANCE PUBLICATIONS Limited
P.O. BOX 897, SILVERTON, COLORADO 81433

Send for FREE Catalogue

The Last NP Spike

In 1870, the Northern Pacific Railroad set out to conquer a wilderness with laying of the first rail at Thompson Junction, Minn., near Duluth. Slowly but surely the frontier was pushed back, and thirteen years later, on September 8, 1883, Northern Pacific's rails from east and west were joined near Gold Creek, Montana Territory.

A great pavilion had been erected at the final spike site for the occasion, to seat over a thousand people. Special trains arrived from east and west, carrying delegations from England and Germany, Cabinet officers, Senators and Congressmen, Governors, Army Generals, financiers, railroad executives, scholars and journalists, and Crow Indian chieftans.

Following a series of speeches, the remaining last spike--the iron spike first driven at Thompson Junction thirteen years before--was hammered in by the joint effort of NP President Henry Villard and ex-President Ulysses Grant. The Northern Pacific was complete from St. Paul to Portland.

A 100th anniversary commemoration of this historic event will take place in late August of this year at Deer Lodge, Montana. With an operating 1880's steam locomotive as the "centerpiece", the commemoration will commence on August 22 with the dedication of permanent markers near the final spike site. Exhibits and displays of railroadiana and other period-style presentations will be on hand from August 23 thru 28; there will be daily re-enactments of the 1883 final spike ceremony; and many community activities including a fiddlers' jamboree, square dancing, buffalo barbeque, Native American exhibitions, etc., will take place daily from August 25 thru 28.

A commemorative belt buckle and commemorative coins in silver and bronze have been commissioned for the centennial, and other souvenirs and collectibles will be available.

The commemoration is sponsored by the Powell County Museum and Arts Foundation, Deer Lodge, and has been planned and implemented by its Last Spike Centennial Committee. (See Express Ads in this issue for address and phone information.)

(Photos at right:) Scenes from the last spike driving ceremony in September, 1883. Photos are from the F. J. Haynes Collection of the Montana Historical Society. The photos give an indication of the grandeur and ceremony surrounding the completion of the St. Paul to Portland railroad.

(Below:) A special commemorative hand cancellation will be available at the Gold Creek post office on Sep 8.

GOLD CREEK
SEP
8
1883
MONT. TERR.

A Call to Arms

DO YOU WANT TO KEEP AMTRAK IN YOUR CITY?

by Barren Steenburgen

As a fourth generation railroader who remained in passenger service management from the crash of '29 thru President Carter's attempts to regionalize Amtrak, I must be frank in warning that Amtrak chief Graham Claytor, Jr. has fooled you after deservingly accepting the laurels of a distinguished legal, railway, and political career. Rail passenger proponents must immediately demonstrate to him that the autocracy of a private railway presidency is not transferable to the public mandates of our Federally-sponsored, nationwide Amtrak.

Specifically, I'm referring to the devious plan of Amtrak station closures which have already seen the heartlands lose Marshall TX, Gastonia NC, Slidell LA, Emporia KS, Poplar Bluff MO, Galesburg IL (Santa Fe), and Cleburne TX, to name a few. Some of these downgradings to unmanned status are probably justifiable, but take it from an old head who has seen these identical tactics pulled by the Rock Island, MoPac, KCS and Cotton Belt--simply, when full-service passenger functions are eliminated, ridership decreases proportionately, and according to quick/quiet scheme, entire long haul segments of a route are then discontinued under that not-so-new-as-you-might-think term, "avoidable cost." With the Claytor gang now at Amtrak's helm, long distance trains have never been more in harm's way.

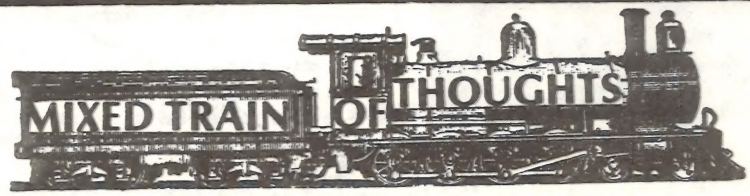
Please permit me to familiarize you with Amtrak's current internal form No. 297, which is a "Rube Goldberg" affair formulated in the waning 1974 days of the Roger Lewis administration, and has now become the primary cost-to-revenue monthly submission from each manned facility. Making no allowances for such incomparable data as daily trains vs. tri-weekly, New York City vs. Ottumwa IA, computer tickets vs. hand-written, and recession vs. recovery, Claytor himself is using this document to support the arrogant statement made before a recent NARP Board Meeting that Amtrak has "too many insignificant stations." Now on the hit-list, the SMSA population centers of Texarkana AR/TX, Hutchinson KS, Longview-Marshall-Tyler TX-Shreveport LA, Dodge City KS, and Temple TX will not, I believe, stand idle while this insulting remark strips them of baggage checking, accurate train status information, prepaid order/refund transactions, assistance to the elderly, and payment by credit cards.

Service-related job cuts have now become so deep within Amtrak that the entire infrastructure is in grave danger of being redesigned to purposely discourage ridership.

As in the railroad abandonment processes of old, Claytor and his cohorts are telling you that travel agencies and depot caretakers can fill the void. But as a frequent Amtrak patron, I am witness to carry-on luggage left on the platform at Marshall TX because of sold-out conditions aboard the Superlinered EAGLE; to passengers missing the train at Poplar Bluff MO because a toll-free number cannot estimate the lost time a late train might recover; to college students from East Texas Baptist at Marshall who are denied the attractiveness of obtaining tickets purchased by family at the "other end"; to an infirm grandmother at Emporia KS who was lifted onto the train by charitable folks on the platform because wheel chair/handicapped services have been eliminated; to Marshall entraining sleeping car passengers being rousted from their berths at the next open station just because they wished to pay by credit card.

Service-related job cuts have now become so deep within Amtrak that the entire infrastructure is in grave danger of being redesigned to purposely discourage ridership. And because he is an able railroad man with strong ties to the anti-Amtrak freight rail industry, Claytor has armed himself with the worst of the recession months' forms 297 and will soon tell you that only the "important", corridor stations of New York, Chicago and Los Angeles are worthy of full-service to the public. The old railroad trick of confusing the people with statistics is being employed to tarnish the fact that America does indeed have a sound, basic national passenger rail network in place (supported by dedicated and experienced agents) which is at this very moment bursting to the seams with patronage.

Friends, you have a freight industry, mega-merger fox in the Amtrak hen house, and only our cherished Congressional hounds can stop his slaughter. Write your Representatives about this plot today. As I approach my eightieth year, it becomes ever more obvious just how frequently history repeats itself. Having seen this performance before, I sincerely state that if stations aren't saved, your next battle will again be for the trains themselves. I cannot draw a clearer picture.



AMTRAK'S MAY RIDERSHIP rose by 13.0% above that of May, 1982, the rail corporation announced with undisguised pleasure. (The complete May figures are not yet available as we go to press--only these preliminary figures from Amtrak; the April figures were published in our last issue, and they showed a drop overall of 1.7%.) For May, NE Corridor ridership was up 7.7%, short distance up 9.4%, and long distance up a whopping 30.5%. Every long distance train showed an increase, the largest being the EAGLE with 82%; others were Boston-Newport News with 57%, BROADWAY/CAPITOL with 36%, Florida trains 35%, CALIFORNIA ZEPHYR 34.6%, CARDINAL 23.5%, EMPIRE BUILDER 29.5%, CITY OF NEW ORLEANS 22.6%, and SOUTHWEST LIMITED 18.8%. An Amtrak spokesman noted that for the first time in recent memory Metroliner service was up (8%) and NE Corridor conventional trains down (1%). For the fiscal year to date, overall Amtrak ridership was still down 1.5% (altho long distance was up by .9%). The ridership jump in May was due to the All Aboard America fares and to the improving American economy.....

★ ★ ★

THE SOUTHBOUND SHAWNEE, train 391, derailed in a "weather-caused" accident on July 1 at 9:50am at Indian Oaks IL, two miles north of Kankakee. High winds and rain were the weather conditions, and a transfer conveyor from a grain elevator blew over onto the ICG tracks. The train crew saw something on the tracks and put the train into emergency, slowing it from its speed limit of 79mph. Only the first axle of the locomotive derailed, but all three tracks were blocked. The 112 passengers, none of whom was injured, were bused on, as were passengers of train 392...

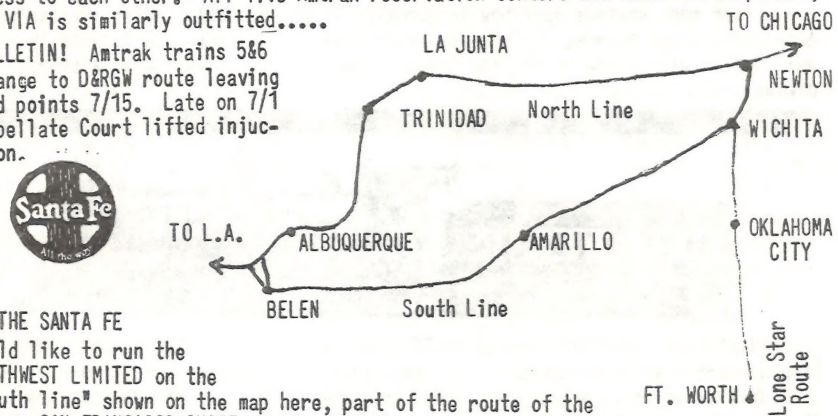
AMTRAK "BEEFED UP" its capacity nationwide in preparation for the July 4 holiday weekend, the corporation said. Just before the weekend began, all trains out of and into Chicago were nearly sold out. Amtrak said it was adding 50 to 60 cars per day to NE Corridor trains, and extra cars to trains all over the system.....

DENVER EXCURSION TRAIN that ran on June 11 for the Great American Rail Roadshow at Denver operated from Denver Union Station to Broomfield CO, northwest from Denver in the direction of Boulder, on the Colorado & Southern, a branch of the BN. Broomfield is 14-15 miles from Denver, and the train operated in a push-pull fashion, with one F-40 locomotive at each end and seven Superliner coaches and a Superliner lounge in between. Some 2800 visitors rode the excursion train rides.....

AMTRAK'S AUTO FERRY will use the original Auto-Train terminals at Lorton VA and Sanford FL, Amtrak said. Not much else has been decided for certain about the service, according to the rail corporation. A late October startup of the tri-weekly service is being planned. No fares have been announced yet.....

TWA'S PARS RESERVATION system will be connected with Amtrak's early next year. On Jun 23 Amtrak completed an agreement with the airline that will give almost 3000 travel agents direct access to Amtrak schedules and space availability. This is the first time Amtrak has signed an agreement with an airline to allow reservations and ticketing. Amtrak recently entered into an agreement with VIA Rail Canada by which each rail system can sell the other's tickets and have computer access to each other. All five Amtrak reservation centers now have VIA computers, and VIA is similarly outfitted.....

BULLETIN! Amtrak trains 5&6 change to D&RGW route leaving end points 7/15. Late on 7/1 Appellate Court lifted injuction.



THE SANTA FE would like to run the SOUTHWEST LIMITED on the "south line" shown on the map here, part of the route of the former SAN FRANCISCO CHIEF, instead of the present "north line" thru La Junta in order to avoid the expense of maintaining the north line mainly for the Amtrak train. Amtrak said that if it switches to the south line, it will run an "extra" 48 miles to serve Albuquerque. The corporation noted that the population on the north line, including Pueblo, is 300,000, compared to 738,000 on the south line. Amtrak was to run an inspection train on the south line, leaving Chicago on train 3 on Jun 29. However, the inspection run was cancelled. Amtrak did run an inspection, however, of the former LONE STAR route Newton-Ft. Worth on Jun 30. The chance of the LONE STAR's reinstatement seems quite good.....

★ ★ ★

FIFTH DOME CAR emerged from Amtrak's Beech Grove shops in late June. It was placed immediately into service on the CITY OF NEW ORLEANS to replace a missing car. After that first emergency assignment, it was taken out of service to have a few finishing touches done on it before its regular assignment.....

PERMANENT OMAHA STATION will have construction start soon, to replace the Amtrak trailer facility that was condemned by the city. We reported last issue on the Amtrak Board's approval of funds for this purpose.....

TAMPA TEMPORARY STATION construction will take place in July, Amtrak said.....

THE NARP ADVERTISING campaign to support the SPIRIT OF CALIFORNIA has gotten underway. NARP said on July 1 that 30-second radio ads were already on the air in Santa Barbara, and would air soon in Oxnard, Chico and the San Francisco area. $4500 had been contributed so far by rail supporters. The state legislature has not yet sent the budget to the Governor for his signature, but that should occur by mid-July, and at that time the Governor could line-item veto the train funding unless he is persuaded otherwise.....

THE EMPIRE BUILDER has received a Heritage sleeper, which runs westbound on Thursdays and eastbound on Sundays. Presumably the car is to add space to make up for that taken by a Washington State travel agent this summer, as reported earlier in RTN. The car would have to run between the baggage car and the transition coach-dorm car.....

THE "MOTORLAND" PUBLICATION of California State Automobile Association in its Jul/Aug issue printed a letter from a reader who complained "Why don't you ever mention Amtrak passenger trains in the 'if you're going....' section of your travel articles?" The editor replied, "Your point is well taken. The CSAA Travel Agency does book Amtrak, and we will consider suggesting Amtrak service in future articles".....

AMTRAK'S GRAHAM CLAYTOR (on the right in the photo) accepts the George Falcon Golden Spike Award from NARP Director George Falcon of Southern California. The award read "to Amtrak President and Chairman W. Graham Claytor, Jr., saluting his continuing success at enhancing the credibility of Amtrak in the transportation world with improved dining car service, restoration of dome cars and the re-establishment of the CALIFORNIA ZEPHYR across the Rocky Mountains." The award was presented in conjunction with the NARP and Amtrak Board of Directors meetings in Washington in April.....

★ ★ ★

SOUTHERN PACIFIC TRACK between Monterey and Asilomar CA is probably being torn up as we write these lines. In late June a Monterey County Superior Court ruled that The SP could remove the track. The Cannery Row Merchants Association had attempted to obtain a restraining order because it, as well as many other clear-headed Monterey folk, wants a light rail system on the line. A Joint Powers Agency is planning a recreational trail on that right-of-way, and doesn't want the transit line to share it. The case may be appealed. The section of line is almost 100 years old, having been spiked down originally between April and July of 1889, notes rail historian Elmer Lagorio.....

THE BURLINGTON NORTHERN recently removed the centermost of three thru tracks at Seattle's King Street Station, and replaced some ties on the westernmost of the trio. The center track apparently hasn't been used for several years. BN is also doing some pretty extensive interior remodeling of the station, tho not much of it affects the passenger areas. Some offices have been gutted and some previously accessible areas have been walled off.....

ATLANTIC CITY LINE proposal has generated much pro and con argument. Letter writer Bill Finley in the Camden Courier-Post in late May did a good job of setting the issue to rights, however. He said the only valid argument he has heard against the rail line is that the towns along the route would be cut out of it. Houses won't crack from the weight of the locomotives, he noted; heavier engines used to run on the route with no problems. But he concludes: "In reality however, I don't feel anyone need be up in arms (or full of hope) about a rejuvenated rail line. An awareness of how the federal and state governments work tells us that any actual activity on this project will most likely not begin until 1990 at the earliest. Since the 1940s we Americans have been programmed to love the internal combustion engine. The phrase, 'What's good for General Motors is good for the country' has been fed to all of us as Pablum. We have yet to learn that there is no more efficient means of transportation than the flanged wheel upon the steel rail".....

TIMETABLE ERROR DEPARTMENT: In the Amtrak Schedule Changes folder for Jun 13-Oct 29, the correct number to call for SAN JOAQUIN reservations from Saugus and Van Nuys (footnote 94) is (213) 246-9681, not 9861.....

150th AMFLEET II CAR, the last of the order from the Budd Company, was delivered to Amtrak in late June.....

STEAMTOWN VERMONT'S MOVE to Scranton may never occur, reports Kevin Gregoire. The move would cost $2 million, and it is not known where the money would come from. Kevin reports that the state of Vermont could help the rail attraction some by providing more than the small highway marker that points to it.....

BOSTON-ALBANY LOUNGE car on the LAKE SHORE LIMITED, an Amfleet II car, began running thru to and from Chicago on Jun 13, reports Kevin Gregoire. Between Albany and Boston, four of the eight tables are used for tray meal service. Between Albany and Chicago the car is a lounge, and since a second lounge runs on the train, there is one on each side of the diner.....

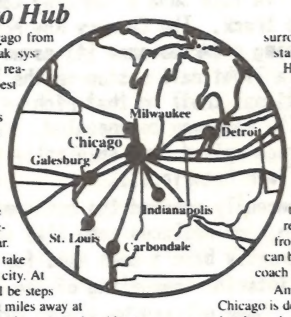
AMTRAK'S MIDWAY STATION at Minneapolis-St. Paul may be in some jeopardy over a tax problem. A law effective Oct 1, 1981 exempted Amtrak from paying state and local taxes. However, Ramsey County isn't about to give up over $96,000 in taxes from the facility that easily. The St. Paul Port Authority owns the station property and leases it to Amtrak. When Amtrak sent the 1983 county tax bill back unpaid, the county sent it to the Port Authority. It may take a court case to determine the outcome, and officials warn that the property could be sold for delinquent taxes.....

PROMOTIONAL AIRLINE FARES were being dropped effective July 1. The "M" fare, or discounted one-way fare, was being eliminated, and would result in an increase to $416 from $249 on a one-way San Francisco-New York trip on American and United Airlines. L.A.-San Francisco one-way fares on Pan Am, Delta and TWA go from $35 to $55.....

Amtrak's Chicago Hub

We make it easy to get to Chicago from almost anywhere on the Amtrak system. Here are some of the many reasons that make Amtrak your best travel bet to the Windy City:

1. **Amtrak Comfort:** Spacious seating and personal service will make you feel like you've "arrived" the moment you step aboard. Unlike a trip you might take in your car, there's lots of room to move about and delicious food selections in the Diner or Snack Car.
2. **Amtrak Convenience:** We take you right into the heart of the city. At historic Union Station, you'll be steps away from the festivities, not miles away at an airport. You can enjoy your trip on Amtrak, without the crowding and annoyance of traveling by car. For those passengers who have relatives or friends in the surrounding suburbs, there are Amtrak stations in Aurora, Gary, Glenview, Hammond/Whiting, Homewood, Joliet and La Grange. No matter which direction you take, we'll get you there.
3. **Amtrak Frequency:** With more than 40 trains linking Chicago with 95 Midwest cities every day, you'll find a train to fit your schedule.
4. **Amtrak Value:** You can have all this comfort and convenience for a remarkably low price. In fact, train fares from several Midwest cities to Chicago can be as low as one-fifth the cost of regular coach air fare.



Amtrak makes Chicago easy to get to, and Chicago is definitely worth the trip. See Amtrak or your local travel agent. Find out how easy it is to love a city. The map and index on the other side of the folder is a great way to start.

AMTRAK TRAVEL FOLDER covering Chicago has just appeared. The above is taken from the handsome brochure, which includes a colored aerial map-like drawing showing the lakefront and points of interest in downtown Chicago. The cover of the brochure shows an F-40 engine and buildings of Chicago, all in a white marble-like sculpture except for red and blue stripes on the locomotives front.....

EUROPEAN RAIL MAP is out in a new edition from Thomas Cook. The 1983-84 Rail Map of Europe presents a large European map on one side of a foldout sheet and smaller, more detailed maps of selected scenic rail routes on the other. The map is published every two years and comes in a durable red-orange cover. North American purchasers can obtain it for $6.95 from Forsyth Travel Library, PO Box 2975, Shawnee Mission KS 66201. Canadians should convert to U.S. dollar equivalent and add $2 postage. Thomas Cook has many other interesting rail publications, and one should be able to obtain a list of them from the above address.....

DEPARTMENT OF CORRECTIONS: In RTN 264, in the article "To Florida First Class" by Walter E. Zullig, Jr., the names of the author's wife and daughter were inadvertently interchanged. Mr. Zullig's wife remained at home and he traveled with his 13-year old daughter.....

ONE-ENGINE CRESCENT delays (see RTN 268, p. 19) are as much a result of finicky operators as they are any real failure of F-40 locomotives, argues reader Robert Clark. Is a faulty speedometer a cause to declare engine failure? Nonsense, says Mr. Clark. "Sounds like someone looking for trouble, and maybe creating it. SILVER STAR, SILVER METEOR and SILVER PALM run a daily single F-40 mileage of about 2500 miles and rarely suffer engine failures. The rare cases are handled by Seaboard engines that can run at least 70mph and pretty well maintain schedule. Seaboard had 3 and 4 E8's on the Florida trains at times also, and timekeeping was nowhere near as close as today's F-40 operations".....

LOUISIANA-MISSISSIPPI-ALABAMA Rapid Rail Authority officials met with Amtrak in Washington on Jun 8 to lobby for a New Orleans-Mobile 403-b passenger train to serve the New Orleans World Fair that opens in May, 1984. Amtrak agreed to come up with a cost estimate soon. Rail Authority officials managed to get agreements from most towns on the route that have slow speed limits to raise the speeds to accommodate the passenger train.....

DOWNTOWN TICKET OFFICE was opened by Amtrak in Los Angeles Jun 27. The office is at 533 West Sixth Street, along with American Airlines.....

OLDEST RAILROAD STATION still existing in California is the Menlo Park station. It was dedicated as a state historical landmark Jul 4. It was built 116 years ago for the San Francisco & San Jose Railroad Co.....

INTERSTATE COMMERCE COMMISSION said in a Jun 16 decision that beginning Aug 16 ICC approval will no longer be needed for railroads to abandon lines that have been out of service for two years or more.....

GREYHOUND BUS LINES got approval to raise fares in California 9.25% Jun 15.....

72 AMFLEET CARS used in NE Corridor Metroliner service are being refurbished. In the meantime, Amfleet II cars are being used in the service.....

ALFRED E. PERLMAN died Apr 30 in San Francisco at age 80. He had been head of the Rio Grande, New York Central, Penn Central and Western Pacific.....

EGYPTIAN RAILWAYS AUTHORITY Chairman was fired in mid-June following two train wrecks, on May 30 and Jun 10 in which a total of 34 people were killed.....

FRANCE HAS INAUGURATED the world's first unmanned passenger rail line, operated by computer, 8.5 miles from Villeneuve d'Asco to Lille.....

THE EAGLE, TRAIN 22, detoured Texarkana to Big Sandy on the Cotton Belt, 106 miles, Jun 12, due to a MoPac derailment at Lansing TX.....

News in this issue is updated thru July 2, 1983.

QUOTES OF THE WEEK***

"VIA Rail, whatever its aims and motives may be, has succeeded in convincing the people of this country that its primary goal is to make travel by rail as inconvenient and as uncomfortable as possible. One has yet to see evidence of any trend to the contrary."

--Halifax (N.S.) Herald editorial, Jun 16.

SLIP OF THE MONTH CLUB***

"Area kindergarten groups have recently widened their horizons by taking field trips aboard the Amtrak passenger train to such cities as Hattiesburg... 'It familiarizes the children with riding trains,' said Adrian Hall, member of the consumer group for the National Association of Railroad Passengers and the Louisiana Association of Railroad Passengers, New Orleans Chapter. 'Most of them have never ridden on me.'"

--Picayune (MS) Item, May 25.

(No, no--on the train! Rail supporters can support only so much.)

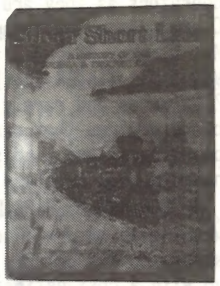
"Montreal--The number of passengers carried by VIA Rail Canada dropped less than 10% in 1982 despite a late-1981 reduction of almost 40% in total route-miles operated."

--From press release of VIA's Winnipeg office, Jun 20.

(Must be that "ride 'em before they're gone" reaction.)

BOOKS

"The Silver Short Line", the story of the Virginia & Truckee Railroad, by Ted Wurm and Harre Demoro, is just out. Little more need be said about this definitive volume. V&T buffs and rail historians will immediately know that these authors are eminently qualified to produce a masterful opus on this famous Nevada line which was abandoned in 1950. The book has over 400 historic photos, rosters, scale drawings, and reproductions of old literature. Price of the 8½x11 hardback, 272 pages, is $39.95. The publisher is Interurban Press, Box 6444, Glendale CA 91205. (If ordering by mail, add $1.50 plus sales tax if to California.)



CARS & CONSISTS

*EAGLE, train 22, San Antonio May 20: engines 348, 374; cars 1176, 2933 "Pacific Skies", 39907, 32086, 33010, 34086, 34058, 34019, 38033.

*NIGHT OWL, train 66, Boston Jun 15: engines 209, 201; cars 1255, 1375, 1368, 21839, 21133, 20031, 4724, 4609, 2882 "Pacific Trail".

*Metro-North Commuter RR Special Inspection Train, Grand Central-Poughkeepsie-Mott Haven Jct-Brewster North Station-Mott Haven Jct-New Haven-Grand Central, Jun 18: engines 497, 495 (Amtrak units leased to MNCRR); cars LI 2082, LI 2081 (ex-PHOEBE SNOW obs cars purchased from EL by LIRR, on loan to Metro-North).

*CANADIAN, VIA train 1, Vancouver May 30: engines 6569, 1961, 1416; cars 617, 127, 3228, 756, 5733, "Nashweak River", "Englee", "Elizabeth", 1364, "Chateau Cadillac", "Rogers Manor", "Amherst Manor", "Laurentide Park".

*ROYAL HUDSON, Vancouver May 29:engine 2860; cars "Prince George", "Quesnel", "Lone Butte", "D'Arcy", "Brandywine Falls", "MacKenzie", "Resolution", "Sundance", "Lillooet", "Shannon Falls", "Mt. Garboldi".

NEW HAVEN RR (continued from page 9)

sidering that a change of trains was involved. Too bad it's not always possible to make such an excellent connection between Amtrak and Metro-North.

My overall impression of the New England Metroliner was that the service and facilities were excellent, but that there is much more room for patronage growth. The Air Shuttle and the cut rate airlines are presenting a real challenge to Amtrak's Marketing Department.

RAIL FANTRIPS

Aug 6 & 7: Providence & Worcester RR. 8/6: Worcester MA-Gardner-E. Providence, incl Slatersville Br; 8/7: Worcester-Groton incl Willimantic Br. Limit 125 coach,25 1st Cl. Incl roundend obs. $39 up. Mass Bay RRE, Box 136, Ward Hill MA 01830.

Aug 7: 1st Annual RR Collector's Show & Sale 9am-3pm, Holiday Inn, Buena Park CA. All types RR collectibles, not models. Donation $1.50; table $15. Info: Ron Ruffulo 495 Newhall, Corona CA 91720. Remit to: Orange Empire Railway Museum.

Aug 13: State Fair Flyer, special train Chicago-Illinois State Fair at Springfield. $45 RT. 20th C RR Club, Box 19565 Chicago IL 60619. (312) 846-3600 hotline.

Aug 13-14 Bluebird; Aug 27-28 Wabash Cannonball. Chicago-Decatur(overnite)-St Louis. Aug 27: St. Louis-Lafayette(overnite)-Bellevue. Bus-Amtrak return available. N&W 611 steam power. Steam Chicago Style, Box 611, Summit IL 60501.

Jul 15-17: Iron Horse Festival, Logansport Indiana. Loco "Consolidation", Johnny Cash concert, balloon races, International food fest, etc. Info: Iron Horse Festival Ass'n, PO Box 407, Logansport IN 46947. (219) 722-IRON.

Jul18-26: Gold Coast Domeliner tour #834, Miami-Tampa-Richmond VA RT; spend week in Richmond; one-ways also avail. Dome obs, dome diner, 2 slprs on SILVER PALM & STAR. John Hogg, 3813 Mathison Blvd, Miami FL 33133. 666-0882 evenings.

Sep 22-27: Jasper, Lake Louise, Banff on CARIBOU DAYLINER, SKEENA, CANADIAN & bus. $735-775 incl lodging, slprs, some meals, escorted by RTN contributor Carl Fowler. Travel Center, #1 Fountain Ct, 1201 Pacific Av, Tacoma WA 98402; 206-572-5850.

Sep 30: Reading Rides Again, moonlight birthday train Reading-Hamburg-Pottsville RT; 150th anniv of Reading Co. Steam loco, Reading Co cars. $50 incl dinner, etc. Ferry run 9/29. Hist. Soc of Berks County, 940 Centre Ave, Reading PA 19601.

Oct 8,9: Tour of Historic Pullman (IL) Houses, 11am to 5pm. Donation $7. Info: Historic Pullman Foundation 312-785-8181 or Pullman Civic Organ, 312-660-1276.

Oct 22: Mojave Limited: 1st psgr excursion ever on SP's Palmdale Cutoff; lv L.A. 8:45am, Pomona 9:30, back 6:45. $70 ($10 off if total rec'd by 8/1); meals $8.50. Pacific RR Society Inc, Box 2858, Riverside CA 92516; (714) 684-7458; credit cds.

Send large SASE when responding to listings. One Rail Fantrips listing is free. Send info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

I'VE READ IT ONE MORE TIME, AND I'M EXPLODING! OKLAHOMA rail supporters crying in their late LONE STAR, and thanking NARP for its (belated) support. Look, some of us rail leaders have pretty thick skulls, and if you'd let me in when I was knocking, back then, you'd still have your train. You guys talk like the AMTRAK LAW may have relevance somewhere, but not to you. So you lose trains. 50¢ gives a copy of the 1979 PERORATION on illegal trains and train-offs, for those purchasing the 1983 AMTRAK LAW, $25 to Robert J. Swan at Box 1866, Long Beach CA 90801. The LAW is our pathfinder. Commenting on other matters. I too have suggested extending the PIONEER and WIND to Denver via Wyoming, but can understand Claytor's proper determination to comply with the Congressional goals stated in the LAW. The SPIRIT-and-OWL argument has merit and national significance. With California a prime tourist state, the overnight option mightily increases the flexibility of national tourists, and relieves the well-used STARLIGHT. A CALIFORNIA ZEPHYR through to Los Angeles is a SPIRIT option, and an OWL and pussyCAT name option is self-advertising. Applaud the Kansas City-New Orleans proposal via Carbondale, and it conjures a modified GEORGIAN or FLORIDIAN on that main stem to Memphis, thence Birmingham, Atlanta; Macon, Savannah and beyond at some time, or with a good transfer as is suggested for a reborn NATIONAL at Philly. The idea of the LAW's ROUTE AND SERVICE CRITERIA procedures is to take Amtrak service changes out of politics, so I don't like when anyone, including Congress, fools with the LAW. The St. Petersburg bustitution is being considered under the criteria, and Congress can have their input in that process, which they make a farce of if they suggest in anything less than formal statute (rather than committee report) that they want overridden. And, maybe some people care, my further research--and it's in an APPENDIX to the LAW--is that the part of the Staggers Act that Southern Pacific is using to price the Oxnard commuter out of the market is unconstitutional.

"ISSUES IN AMERICAN RAIL TRAVEL", RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & postage. Full details will be given later in RTN. Rail Travel News, PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

AMTRAK - VIA RAIL CANADA - EURAIL PASS - OCEAN LINER CRUISES - RAIL TOURS - RAIL EXCURSIONS - CHARTER RAIL CARS. Arrangements by phone or appointment - use your credit card - Tickets mailed promptly. A fully appointed travel agency with masters of ship and rail travel. GREAT WESTERN TOURS, Sheraton Palace Hotel, Suite 900, 639 Market Street, San Francisco CA 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

RAILROAD INFORMATION. 5-7 pages of NEW ENGLAND model railroad shows, railfan days, tourist railroad and rail excursion schedules. Send $3.00 for 4 issues (75¢ for sample issue) to RAILROAD INFORMATION, 77 Horne St., Dover NH 03820.

NATIONAL ASS'N OF TIMETABLE COLLECTORS wants you! Annual dues only $15 incl 15 issues + many activities. Tom Coval 21 E Robin Rd Holland PA 18966. Sample free.

Fantastic clear plastic public timetable slip covers. Finest quality. Only $8.99 per 100, 500 for $39. 1000 for $60. Also 55 timetables for only $13, a great bargain. Tom Coval, 21 E. Robin Road, Holland PA 18966.

GLACIER RAIL HOLIDAY, five summer departure dates, fully escorted all-inclusive tours, using privately owned railroad cars. For additional information, contact Rio Vista Railways, PO Box 19992, Los Angeles, Calif. 90019. (213) 231-8442. Pay by check or credit card. Tickets sent to you by certified mail.

COLORADO PASSENGER TIMETABLES and folders of long ago, and many other passenger train items in our next Mail Auction. Catalog from Colorado Railroad Museum, PO Box 10, Golden, Colo. 80402. We are open the year around from 9 A.M. to 5 P.M. just two miles from center of Golden, 15 miles west of Denver.

NORTHERN PACIFIC R.R. CENTENNIAL commemoration - Aug 25-28, Deer Lodge MT. Original 1880's Steam Locomotive in Operation. Re-enactments of 1883 Final Spike Ceremony. Displays, Exhibits, Pageant, Commem. Buckle & Coin. Write or call: Last Spike Centennial Committee, Box 149, Deer Lodge MT 59722. (406) 846-1004.

"Rail Abandonments in New England, 1845-1981." New! Dates, details of more than 300 track abandonments. Complete index. $3.25 postpaid. Ronald Dale Karr, 7423 N. Winchester, Chicago IL 60626.

GISELLE'S TRAVEL, 1215 4th St, Sacramento CA 95814 is located NEAR THE AMTRAK STATION and the RAILROAD MUSEUM in "Old Sacramento". We handle VIA Rail Canada, Amtrak and all rail travel in Europe. For all your rail needs call (916) 446-1211. The rail experts.

For sale: (1)Amtrak Employee News, mostly complete set March 75-March 81 ($20 postpaid). (2)Amtrak Annual Reports 1974, 75, 79 ($1 postpaid).(3)UP Operating Rules, Eastern & Southern-Central Districts & Idaho Division, July 1, 1954 ($20 postpaid).(4)Complete used year-sets of RTN 1976-1982 ($7 each postpaid). (5)Single issues of Trains, PTJ, Railfan Magazines (1970s) Write for list. Mark Johnston, 146 S. Michigan Av #206, Pasadena CA 91106.

Boston & Maine, Frisco and Pennsylvania uniform button blazer sets, 2 large, 6 small, $5.95 or all three $15.95. Joseph Lajoie, Box 3, Methuen MA 01844.

RTN ADVERTISING RATES: Express Ads cost just $1.00 per line of 80 spaces. Display ads are only $1.25 per square inch. Send your order to: RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

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